

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Czechoslovakia	REPORT. NO.	25X1A
SUBJECT	Poprad-Tatry Airfield	DATE DISTR.	14 August 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

SOURCE:

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1. Poprad-Tatry Airfield, elevation 700 m., was a civilian field in 1950, controlled by the Ministry of Transportation. It was located three or three and one-half kilometers west of Poprad on the north side of the main highway and rail line leading west to Prague. The highway, rail line, woods off the west boundary of the field, Poprad, and mountain ranges to the north and south of the field were the most prominent landmarks in the area. The airfield was rectangular, 1,300 x 800 m. and extensible to the SE only. One grass landing strip was used in 1950. The airfield surface was level and grass covered. Drainage was poor.
2. Operations were frequently halted during the spring and autumn rains because of soft ground. Winter snows remained on the surface until blown away by winds or melted. I saw no aprons, hardstands, or revetments.
3. A mountain range 11 km. to the north and rising to approximately 2,500 m. and another range 5 km. to the south of the field and rising to over 1,000 m. were the major obstructions. There were trees five to eight meters tall adjacent to the west boundary of the airfield. These could also be considered obstructions.

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(Note: Washington Distribution indicated by "X"; Field Distribution indicated by "F")

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4. An MF/DF station operated on a frequency of 333 kc. The airfield traffic control frequency was 3255 kc. Telephone and telegraph service was furnished through Poprad. A weather briefing room was located in the terminal building.
5. Red and white wooden markers outlined the airfield boundaries and the landing strip. Flares (red meaning circle; green meaning clear to land) were used during inclement weather and impossibility of radio contact.
6. Minor maintenance was carried out by one CSA mechanic on duty at the field. There were no other repair facilities in 1950 and no refueling facilities, although I did see several large drums which I believed contained gasoline and oil.
7. CSA buses furnished transportation between the airfield and Poprad, which was located on the main rail line and highway from Prague to Kosice.
8. Two Czechoslovak Air Force enlisted men working in the weather office were the only military personnel at Poprad Airfield in 1950. I have heard since 1950 that some phase of military flight training was being conducted at the field. Prior to September 1950, I saw Czechoslovak Air Force C-47's land at the field and on one occasion saw an SNB Siebel-type aircraft.
9. The following is the key to Annex A, Location of Poprad-Tatry Airfield; Overlay of GSGS 4416, 1:100,000, Sheet V-14, Brezno nad Hronom.

Point No. 1. Poprad-Tatry Airfield.

No. 2. Coniferous Woods.

No. 3. Double-Track Rail Line.

No. 4. Highway: from Prague east through Poprad.

No. 5. Gravel Road: from the airfield to Poprad through Velka.

10. The following is the key to Annex B, Memory Sketch of Poprad-Tatry Airfield.

Point No. 1. Coniferous Woods: adjacent to the west boundary of the airfield; trees were five to eight meters tall.

No. 2. Construction Area: In 1949, from the air, I saw men in this area. They appeared to be laying rock in an area approximately 50 m. wide. I believe that it was the foundation for a runway extending from NW to SE. However, in 1950, there were no signs of work activity in this area and work had not extended further.

No. 3. Landing Strip No. 300/120: grass; approximately 1,200 m. long; in fair condition; level; had wooden markers.

No. 4. MF/DF Station (333 kc.): approximately 200 m. east of airfield boundary; four by three meters; single-story; stuccoed brick; had a deck-type roof.

No. 5. Landing Strip Extension: approximately 100 m. in length; grass; level surface.

No. 6. Small Road: gravel; three meters wide; led to Poprad through the village of Velka; was the only access to the airfield in 1950.

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No. 7. Old Terminal Building: existent as of early 1950; in spring of 1951, it had been removed.

No. 8. South Boundary (approximate): I believe that the boundary was extended to the new building area /Point No. 9/ which was approximately 200 m. from the original boundary /solid line/. I saw CSA (C-47) aircraft parked in this area from a train window in the spring of 1951.

No. 9. New Building Area: in 1949, I saw construction material being hauled to this area. Prior to September 1950, the terminal building had been partially completed. The building appeared to be of stuccoed brick and three stories high. I do not know the dimensions. Construction had also started on two other buildings I believe were to be hangars. The area in the vicinity of these buildings was being graded, etc., at that time, leading me to believe that concrete aprons would be constructed. In the spring of 1951, I saw from a train window that the terminal building was completed.

No. 10. Railroad: double-track; standard-gauge; was main rail line from Prague to Kosice through Poprad.

No. 11. Main Highway: asphalt; five meters wide; in good condition; was main road west from Poprad.

Annexes:

A. Location of Poprad-Tatry Airfield, Overlay of GSGS 4516, 1:100,000, Sheet V-14, Brezno nad Hronom

B. Memory Sketch of Poprad-Tatry Airfield

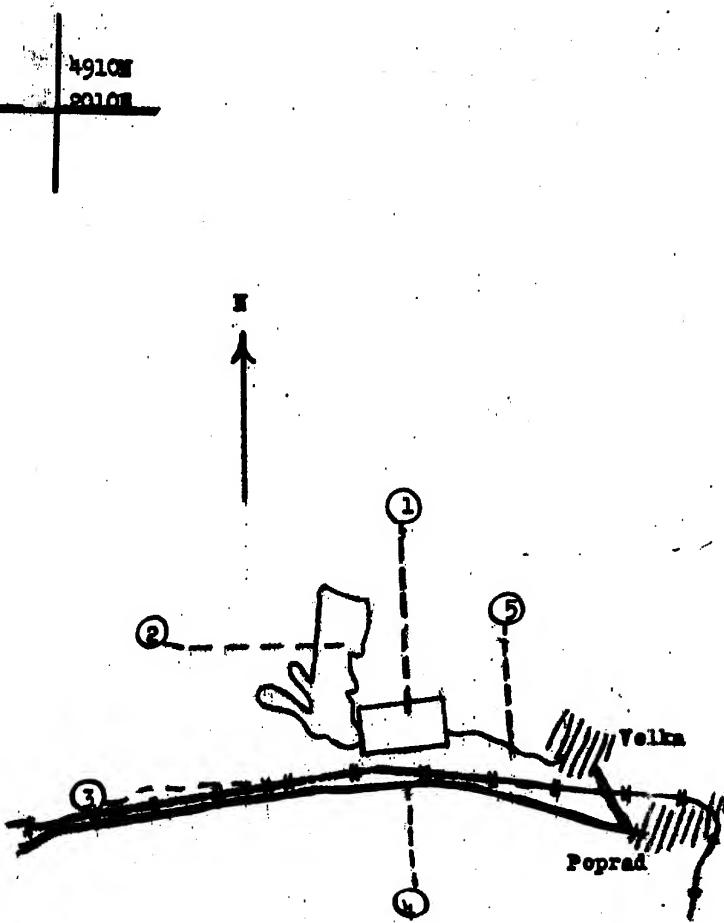
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Annex A:

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Location of Poprad-Tatry Airfield, Overlay of GSGS 4416, 1:100,000,
Sheet V-14, Brezno nad Hronom

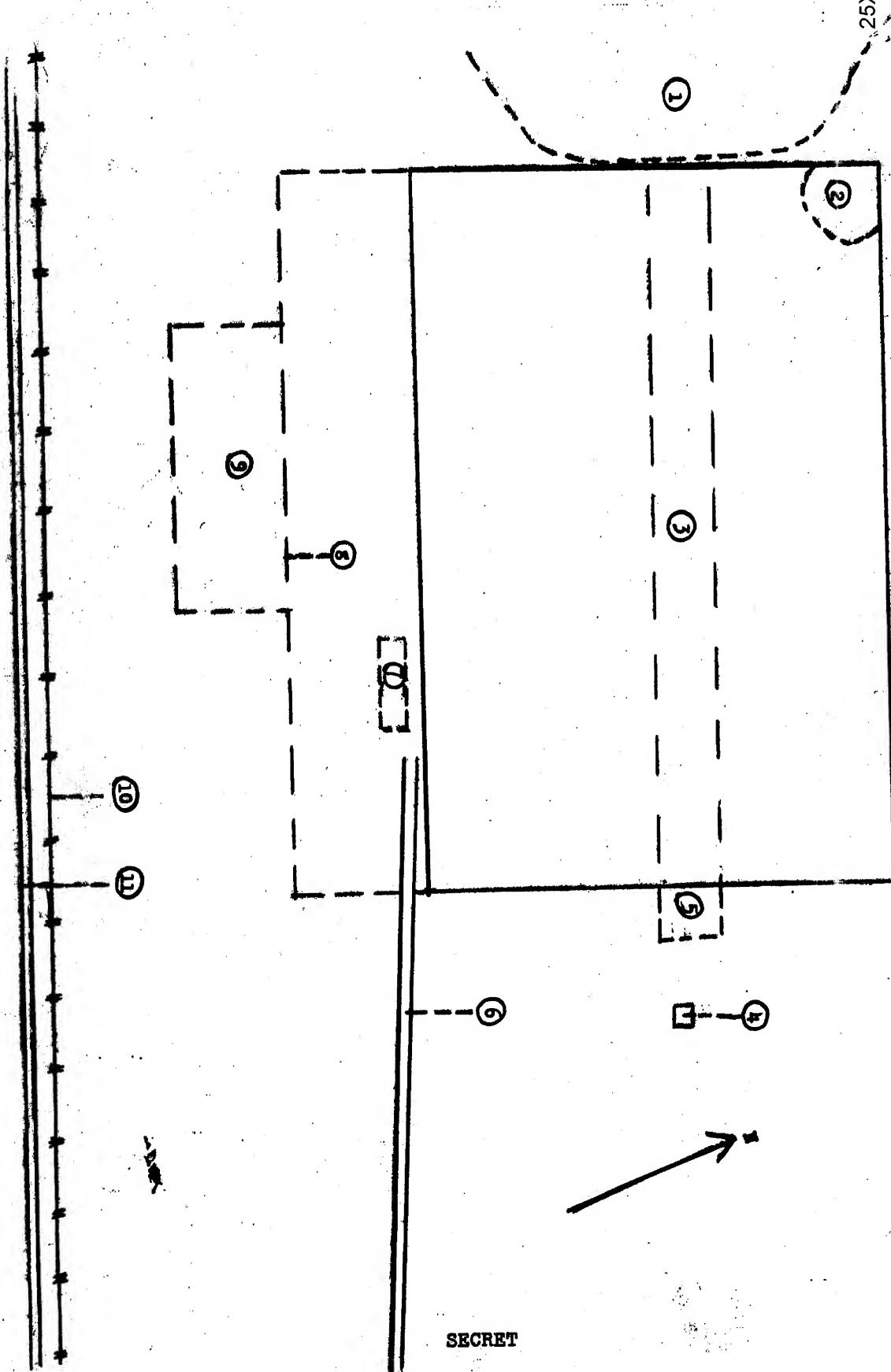


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Annex B:

Memory Sketch of Poprad-Tatry Airfield



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